


PRICE \$2½ PER MONTH

NEW ADVERTISEMENTS.

THEATRE ROYAL

THEATRE  ROYAL,
CITY HALL.

THIS (FRIDAY) EVENING,
the 15th April, 1887,
POSITIVELY THE LAST NIGHT BUT
ONE
of this Most Successful Season, First and Only
time of the peripat Comician

JOHN F. (SHERIDAN), JOHN F.
(SHERIDAN)

IN THE FARCICAL COMEDY ENTITLED

TAP	Mr. SHERIDAN as NAP	} NAP } NAP } NAP
TAP	Miss LIVINGSTON as	
TAP	SALLY.	

BRIGHT MUSIC,

SWEET SONGS,
LAUGHABLE SITUATIONS.
The Curtain will rise at 9 o'clock with the
sparkling Comedietta
JEALOUSY,
CHARACTERS BY THE COMPANY.
MONDAY EVENING, APRIL 18TH.
THE FAREWELL NIGHT,
A BRILLIANT PROGRAMME,
INTRODUCING MANY NOVELTIES.
Box Plan at Messrs. LANE, CRAWFORD & Co.,
F. H. POLLOCK.

Hongkong, 15th April, 1887. 1732
KAISERLICHES KONSULARGERICHT
ZU KANTON.
BEKANNTMACHUNG.
 In der Konkursache ueber das Vermoegen
 der offenen Handels-Gesellschaft
SCHRAAF & Co.
 zu Swatow, wird hierdurch, gemasses Verurtheilung
 vom kantonigen Tage, beatus Beschluss-
 fassung betreffend die bei dem **ROYAL INSURANCE**
OFFICE zu Liverpool von dem p. Schaaf
 entnommene Lebensversicherung, auf Mittwoch
 den 27ten. April, 1887, 10 Uhr Vormittags,

Der Vorsitzende des Kaiserlichen,
Konsular-Gerichts.
(L.S.) FEINDEL.

THE HONGKONG & KOWLOON WHARF
AND GODOWN COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
will be held at the Company's Office, Pedder
Street, Hongkong, on FRIDAY, the 29th day
of April, 1887, at 12 of the CLOCK, NOON, at
which the following Special Resolutions will be
brought forward.

that the maximum number of Directors authorized by Article No. 70 of the present Articles of Association shall be raised from nine to twelve.

That the words "ten thousand dollars" shall be inserted in Article No. 81 of the present Articles of Association in lieu of the words "seven thousand dollars

That the word and figure "Clause 3" in the seventh line of Article No. 19 of the present Articles of Association be eliminated from the said Article, which shall be read as if said word and figure had never been therein inserted.

ISAAC HUGHES,
Secretary.

Hongkong, 15th April, 1897. 178

**STRAITS INSURANCE COMPANY,
LIMITED.**

**STRAITS FIRE INSURANCE
COMPANY, LIMITED.**

APPPLICATIONS for the POST of
SECRETARY to the above Companies,
addressed to **LOUIS R. GRANT, Esq., Chair-**
man, STRAITS INSURANCE COMPANY, LIMITED,
will be received till the 30th instant, at Head
Office.

By Order of the Directors,
C. D. KERR,
Agent.

Hongkong, 15th April, 1887. [76]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR CHEFOO, TIENSIN AND
NEUCHWANG.

THE Company's Steamship

"PAUMBEN,"

Captain Leask, will be despatched as above
TO-DAY, the 15th inst., at THREE P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong 14th April, 1887. [74]

DOUGLAS STEAMSHIP COMPANY.
LIMITED.

FOR AMOY AND TAIWANFOO.

THE Company's Steamship

"FORMOSA,"

Captain Harris, will be despatched for the above
Ports TO-MORROW, the 16th instant, at
THREE P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 15th April, 1887. [771]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"DIOMED."
Captain Bigley, will be despatched as above
TO-MORROW, the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th April, 1887. [591
FOR YOKOHAMA AND KOBE.
THE Steamship

"HESPERIA",
 Captain E. Christiansen, will be despatched for
 leaveable Ports TO-MORROW, the 16th inst.
 AT FIVE P.M.
 For Freight or Passage, apply to
 SIEMSEN & Co.,
 Agents.
 Hongkong, 15th April, 1887. [775]

OCEAN STEAMSHIP COMPANY.
 FOR SHANGHAI VIA AMOY.
 Taking Cargo and Passengers at through rates
 to NINGPO, CHEEPOO, NEWCHANG, TIENTSIN,
 HANKOW, and Ports on the YANGTZE.)
 THE Company's Steamship

"SARPEDON."
 Captain Chimes, will be despatched as above
 on SUNDAY, the 17th instant, at DAYLIGHT.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents,
 Hongkong, 15th April, 1887. 1730

DOUGLAS STEAMSHIP COMPANY,
 LIMITED.
 FOR SWATOW, AMOY, and FOOCHOW.
 THE Company's Steamship

"HAIPHONG."
 Captain Ashton, will be despatched for the
 above Ports on SUNDAY, the 17th instant.

NINE A.M.
For Freight or Passage, apply to
DOUGLAS L'APRAIK & Co.
General Managers.
Hongkong, 15th April, 1887. 1779

In an article on Japanese tools the Japa

Let it be granted that the useful part of the cutting instrument is its edge. In this, Japanese tools are inferior to none. The blades are thicker than those of English make—probably, as ours were before we took to use them entirely of cast steel. The Japanese is, to our notion, set reversedly. This is silly because the carpenter crouches to his work. If he should attempt to use an English-

he would shove himself backwards along floor. And it must be allowed that the Japanese way of using a hand-saw has its advantages. It admits the employment of a lighter blade than ours. All machine-saws work upon this principle—the blade being in tension whilst the cut. The Japanese plan has a single advantage and is therefore not so well adapted to deep cut as is the English tool; but of course

takes a light out just as well. The carpenter planes towards himself for the same reason the sawyer toward himself—because, long accustomed to be on a level with his work, and unable to lay his weight upon the tool, there is no alternative open to him—to pull it down on to the work. The *kirt*, in expert use, is superior to the bradawl or gimlet, and to split wood. An English "brace" and

"bits" would certainly form a useful addition to every Japanese carpenter's tool-chest. Without them, and English cast-steel, would prove handier than his own, because they are thinner and lighter. The other tools to complete the carpenter's equipment differ essentially from their English counterparts. The latter are, however, lighter in the blade, being steel throughout, are perfectly straight, and are not beveled at the ends.

use in Japan can produce good work. The competence of the engineers' pattern-shops is superior. There is no more conical test of good work than pattern making, and the work that is done in this country is excellent.

It is difficult to leave the subject referring to the other half of it. We supply tools to this large industry in

and of what shape are they to be present implements are not at all like out of fashion in our time. It is to be feared that the Japanese has accustomed to work in certain positions. Is he to his attitude before we extend to him the of using Sheffield steel? Or are we his steel in the shapes to which he is accustomed. Assuredly the latter. A Japanese

It is not meant to suggest that the

carpenter should be content with tools made tools. On the contrary, it is prett that he would find English-made tools satisfactory. But the present cutlery can not be altered with any advantage to nor can the forms be altered with any to himself. . . . When better organic labour in Japan shall make profitable the sive introduction of wood-working machinery

the tools of the present day may be called unepoch and trifling; trifling, as it might be beside a hydraulic rivetter, and as a Newcomen engine might be beside a steam locomotive. But plenty of oil and saw will be worn out before that day comes, and many an idle hour be counted in Sheffield shops.

SHIRKING THE DEFENCE OF EMPIRE.

Since Lord Randolph Churchill raised the question of coaling stations we have heard with some degree of anxiety to see what the Government would grapple with in the Empire in a truly Imperial spirit.

truly Imperial spirit we regret to say yet seen no trace, unless, indeed, the of the existing batteries of artillery regarded as an indication of the vigour v they are prepared to incur all necessary ture for the purpose of safeguarding c

We have, indeed, heard strange ru which we allude in the hope that the promptly disclaimed that Lord Salis

binet is so lacking in moral courage, actually intending to devote the responsibility of deciding whether or not the Empire should be defended upon a Committee selected by the members of the House of Commons, which would be as secretly as if it were a Cabinet Council, and thus taking evidence for the hundredth time, that the necessity of the very fundamental reform of the Empire. This is too monstrous a

Salisbury and Mr. Goshen ought to be called upon rather than to call in the aid of irresponsible persons. If a Cabinet cannot manage its own affairs, it is necessary for our country to have a strong and capable Government. The attack of a hostile squadron, then, is not up to its work, and the sooner we have a more courageous Administration the better. At this rate you shall soon be a

whether, having bought gunpowder for the purpose, it is not one while more ridiculous than the other, which has to be submitted to the secret cabinet summoning secret committees, which the Government has devised for its own moral cowardice.

protected state of our coasting, commercial ports, which had long been a source of anxiety to those upon whom lay the responsibility for the defence of the Empire, was for the attention of the nation at large. Mr. Bismarck's Government, after a prolonged discussion with the heads of the Departments, arrived at a scheme for the defence of the Empire, which, although it constituted a very considerable expenditure upon anything that had been

contemplated, fell far short of the requirements of our position. For this, as you know, we have chiefly to thank Mr. Linn, who, possessing absolutely no knowledge of the real state of our coaling stations, fenced off our commercial ports—ordered anything whatever relating to the navy—succeeded by more obstinacy than by common sense, to forbid his colleagues from doing anything to improve the navy.

The whole scheme of the defence
 was based upon these proposals
 that time successive Governments
 carrying them out in accordance
 decision then taken. Notwithstandi
 the Government, after sheding Lor
 Chamberlain seems to be shrinking fr

Churehill, seems to be making
 pletion of the Northbrook programme,
 programme, so far as it relates to the
 our commercial ports and of the coal
 was declared by Mr. Gladstone him-
 and prudent. No one can glance at
 mont of what the then Government
 do without feeling amazed that Min-
 Crown could hesitate for a moment
 to Na completion. Our present h

...account,
...tion for
...arch.
...anquet
...s from
...H.R.H.
...at the
...ing its completion. Our pa
...would seem, can intrigue and threaten
...the country to the verge of a war
...over the throne of a German princel
...garia, but when it comes to the elem
...of strengthening our own coasts ag
...tack of a hostile squadron they halt
...and look round eagerly for any
...which to hide.
...The scheme was indeed moderatio

that it proposed was to provide the centres of Imperial intercommunication with a few heavy guns, a few torpedo boats, a submarine mining sufficient to render an armoured vessel impossible, and a few squadrons too hazardous to be attacked for our commercial ports, the Gladstone was ridiculously slight. It was only a few big guns in the Thames.

mount a few big guns to
say, the Clyde, and the Tyne, and
a provision of torpedo boats and min
keep an enemy off until help could
from the nearest military port. S
nisters cannot make up their min
urgency of such mild proposals a
had better abdicate. What is the
ing so much about maintaining
the Empire in an outlying island w

Some thieves broke into a house
end of Newcastle on a recent Sunday
the family at dinner.

absence of the inmates they found written in large characters on a table the words "Watch as well as pray." We had heard of this joke before.

(continued)

MAILS EXPECTED

THE FRENCH MAIL.
The M. M. steamer *Djemnah*, with the London mail of the 11th March, left Saigon at 4 p.m. on the 13th, and may be expected here on or about the 16th instant.

THE AMERICAN MAIL.
The P. M. steamer *City of New York*, with the American mail of the 24th ultimo, leaves Yokohama on the 15th, and may be expected here on or about the 22nd instant.

Glen Line steamer. *Glenjarry*

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to —, on the — of — at 7 p.m.*, or as the case may be, and forward it to the Postmaster-General. This should be acted on the first time case of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

rd Ship, at the Peak, Kowloon
or at any private house (c

The Postal Guide for 1886, revised to date will be found in the *Daily Press Directory*, p. 325 large edition, p. 701 small edition. This is the only authentic and complete Summary of Postal information published in Hong'kong.

✽ The authorised list of Mails issued in connection with this paper is the one published in the *Extra*, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Swatow and Bangkok—*to-morrow*, the 15th inst. at 11.30 A.M.

For Straits and Calcutta—*Per Japan*, to-day, the 15th inst. at 11.30 A.M.

For Saigon—*Per Albany*, to-day, the 15th inst. at 11.30 A.M.

Chefoo, Tientsin, and Newch
 ben, to-day, the 15th inst., at 5

inst. at 3.30 P.M.
 For Singapore.—*Per Fushun*, to-day, the 15
 inst. at 3.30 P.M.
 For Saigon.—*Per Falkenberg*, to-day, the
 15th inst. at 4.30 P.M.
 For Singapore.—*Per Africa*, to-morrow,
 16th inst. at 8.30 A.M.
 For Yokohama and Kobe.—*Per Bayley*,
 to-morrow, the 16th inst. at 11.30 A.M.
 For Bangkok.—*Per Protet*, to-morrow,
 16th inst. at 4.30 P.M.
 For Saigon.—*Per Moses*, to-morrow, the
 16th inst. at 5.00 P.M.
 For Port Swettenham, Thursday Island, Co-
 robarua, Penang, Brastane, Spang, Malacca,
 Adalaide &c.—*Per Anok*, to-morrow, the 16
 inst. at 5.00 P.M.
 For Swatow and Amoy.—*Per Nanshan*,
 Sunday, the 17th inst. at 9.00 A.M.
 For Saigon.—*Per Austra*, on Monday

Straits and Bombay.—Per
the 10th instant at 2.30

For Straits and Calcutta.—Per *Wingang*,
Wednesday, the 20th inst, at 3.30 P.M.
For Nagasaki, Kobe, and Yokohama.—
Teloron, on Friday, the 22nd inst, at 5.00 P.

neglected, will make no
ed losses of such letters.

MAILS 151 THE FRENCH PACKET
The French Contract Packet *Ada* is despatched on TUESDAY, the 13th inst. with Mails for the United Kingdom, East and West India, and Colonies, and for the Straits Settlements, Java, Borneo, Ceylon, the Australian Colonies, Pondichy, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, Gibraltar.
The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.
THE ENGLISH MAIL.
The following hours are observed in closing Mails, &c. by the British Contract Packet:
Day of Departure.
NOON—Money Order Office closes.

P.M.—Mails closed, except for

3.30 P.M.—when the Post Office closes anti
3.40 P.M.—Late Letters may be posted on b
the packet with late fee of 10 cents,
time of departure.

FOR SALE.

A Collection of about 400 UNPOLISHED
GEMS. Can be seen on application
the Office of this Paper.
Hongkong, 28th February, 1887.

FOR SALE.

LAUNCHER. BE

FURSTENBRAU
and
EMPIRE LAGER BEER

Apply to
RÆDECKER & CO
Solo Agents.
Hongkong, 31st March, 1887.
J. AND R. TENNENT'S ALE
PORTER.
DAVID CORSAE & SONS'
Merchant Navy }
Navy Boiled } CAN'T
Long Klax }
Crown }
ARNHOLD, KARBERG & CO
Hongkong, 11th May, 1887.

the following Vessels during

ATHLETIC, Brit. str. Ellis—Russell & Co.
ALBANY, Brit. str., Porter & Adamson, Bk.
Co.
BAYLEY, Brit. str. Child—Russell & Co.
CHARON WATIANA, Span. bk. Ulrich—
C. & W. F. Adams, Amr. ship, Wilson—Wm. L.
FALLENBURG, Ger. str. Dreyer—Mellors
Co.
F. H. DREWS, Ger. bk. Rothbart—Order
FIDELIO, Ger. str. Brock—Russell & Co.
FISH, Brit. str. Telford—Telford, Chas.
HENNICH, Ger. bk. Banca—Carlowitz
JAPAN, Brit. str. Gardner—David S.
Sons & Co.
J. H. BOWERS, Amr. bk. Plunz—Gonzales
LILLIAN, Hawaiian bk. Holland—Chinasee
MANHAGEN, Brit. bk. Paulsen—Ed. Schaefer
& Co.

OSSEB, Brit. str., Titkok.—R
KING, Brit. str., Henermann,—

[illegible]

